

DERWENT-ACC-NO: 1991-067099

DERWENT-WEEK: 199607

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TITLE: Clutch control in continuously
variable transmission system - has sensor supplying trigger
value when forward mode is selected and supplies trigger
when reverse mode is selected

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PRIORITY-DATA: 1989US-0402052 (August 31, 1989)

PATENT-FAMILY:

PUB-NO	PAGES	PUB-DATE	
LANGUAGE		MAIN-IPC	
EP 415523 A		March 6, 1991	N/A
000	N/A		
DE 69023839 E		January 11, 1996	N/A
000	B60K 041/22		
US 5007512 A		April 16, 1991	N/A
000	N/A		
CA 2019796 A		February 28, 1991	N/A
000	N/A		
EP 415523 B1		November 29, 1995	E
020	B60K 041/22		

INT-CL (IPC): B60K017/04, B60K041/00 , B60K041/22

ABSTRACTED-PUB-NO: EP 415523A

BASIC-ABSTRACT:

The control logic provides a preselected time interval for sensing of a pressure drop associated with the transition from one operating mode to another, such as from neutral to forward. The system provides for sensing that

pressure drop and providing a desired fluid flow rate for clutch actuation consistent with the desired performance. The system also monitors pressure in the fluid actuation system at the end of the predetermined interval to ascertain when the pressure reaches a desired higher level indicative of a control characteristic to provide desired vehicle response to driver demand.

Fluid flow to the clutch is controlled at a corresponding rate to provide a desired operating characteristic and to facilitate transition into a subsequent vehicle operating mode. Length of time frame for the associated timer depends upon characteristics of specific engines. The timer times out in a time normally required for reaching the desired, second pressure level to allow transition to subsequent operator mode.

USE - Motor Vehicle.

ABSTRACTED-PUB-NO: EP 415523B

EQUIVALENT-ABSTRACTS:

A continuously variable transmission system operable in a plurality of operating modes including a forward and a reverse mode, said system including a clutch control system for controlling fluid flow under pressure to actuate a clutch (28), characterised in that the clutch control system comprises pressure sensing means for sensing whether the pressure of said actuating fluid is less than a first preselected trigger value, and means responsive to said pressure sensing means for providing fluid flow at a first rate to said clutch (28) when said sensed pressure is less than said first trigger value.

US 5007512A

The improved clutch control system monitors driver

selection of forward or reverse and implements the specific parameters for each. The control logic provides a preselected time interval for sensing of a pressure drop associated with the transition from one operating mode to another, such as from neutral to forward. The system provides for sensing that pressure drop and providing a desired fluid flow rate for clutch actuation consistent with the desired performance.

The system also monitors pressure in the fluid actuation system at the end of the predetermined interval to ascertain when the pressure reaches a desired higher level indicative of a control characteristic to provide desired vehicle response to driver demand. Fluid flow to the clutch is controlled at a corresp. rate to provide a desired operating characteristic and to facilitate transition into a subsequent vehicle operating mode. Length of time frame for the associated timer depends upon characteristics of specific engines. The timer times out in a time normally required for reaching the desired, second pressure level to allow transition to subsequent level to allow transition to subsequent operating mode.

USE - For continuously variable transmission driven vehicle. @(14pp)@

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Basic Abstract Text - ABTX (1):

The control logic provides a preselected time interval for sensing of a pressure drop associated with the transition from one operating mode to another, such as from neutral to forward. The system provides for sensing that pressure drop and providing a desired fluid flow rate for

clutch actuation
consistent with the desired performance. The system also
monitors pressure in
the fluid actuation system at the end of the predetermined
interval to
ascertain when the pressure reaches a desired higher level
indicative of a
control characteristic to provide desired vehicle response
to driver demand.

Derwent Accession Number - NRAN (1):
1991-067099

Title - TIX (1):

Clutch control in continuously variable transmission
system - has sensor
supplying trigger value when forward mode is selected and
supplies trigger when
reverse mode is selected

Equivalent Abstract Text - ABEQ (1):

A continuously variable transmission system operable in
a plurality of
operating modes including a forward and a reverse mode,
said system including a
clutch control system for controlling fluid flow under
pressure to actuate a
clutch (28), characterised in that the clutch control
system comprises pressure
sensing means for sensing whether the pressure of said
actuating fluid is less
than a first preselected trigger value, and means
responsive to said pressure
sensing means for providing fluid flow at a first rate to
said clutch (28) when
said sensed pressure is less than said first trigger value.

Equivalent Abstract Text - ABEQ (2):

The improved clutch control system monitors driver
selection of forward or
reverse and implements the specific parameters for each.
The control logic
provides a preselected time interval for sensing of a
pressure drop associated

with the transition from one operating mode to another, such as from neutral to forward. The system provides for sensing that pressure drop and providing a desired fluid flow rate for clutch actuation consistent with the desired performance.

Equivalent Abstract Text - ABEQ (4):

USE - For continuously variable transmission driven vehicle. @(14pp)@